

YORK COUNTY BRIDGE No. 29
(Norris Road Bridge)
Spanning Orson Run at Norris Road
Airville Vicinity
York County
Pennsylvania

HAER No. PA-223

HAER
PA
67-AIRVILLE,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD

National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HISTORIC AMERICAN ENGINEERING RECORD

York County Bridge No. 29

(Norris Road Bridge) HAER No. PA-223

HAER
PA
67-AIRVILLE
1-

Location: York County Bridge No. 29 on Norris Road
(T-619) over Orson Run
Airville Vicinity
York County, Pennsylvania

UTM: 18.380240.4405000
Quad: Safe Harbor, PA, 1:24,000

Date of Construction: 1913

Engineer: Charles A. Williams

Builder: Francis Geesey

Present Owner: York County Board of Commissioners
One West Marketway, Fourth Floor
York, PA 17401

Present Use: Vehicular bridge

Significance: This stone masonry arch structure is one of nine (9) similar bridges currently owned and maintained by York County. Eleven (11) stone masonry arch structures are currently in use in York County. This stone masonry arch is representative of bridge structures built in its day throughout the County due primarily to the availability of limestone from local quarries and its traditional method of construction during that era.

Project Information: An evaluation (1991) advised replacement of the structure. To mitigate the adverse effect, the State Historic Preservation Office stipulated recordation of this structure. Recordation was performed to fulfill this requirement.

William F. Sauers, P.E.
C. S. Davidson, Inc.
Consulting Civil Engineers
38 North Duke Street
York, PA 17401

SUMMARY DESCRIPTION OF BRIDGE AND SETTING

This bridge carries Norris Road (T-619) over Orson Run which is tributary to Muddy Creek in southeastern York County. Built in 1913, the bridge is a single-span stone masonry deck arch structure. The bridge has stone masonry parapets and approach walls. The span length is 30' at the arch springline with a maximum vertical underclearance of 7'. Overall length of the bridge is 72'. The bridge is not skewed to the stream. This bridge has a clear deck width of 14'-5", curb to curb, and a bituminous wearing surface.

Norris Road, a local road, runs 1.05 miles between State Routes 425 and 74. Typical of many rural roads in York County, this road follows the terrain and is not characterized by any formal engineering principals or concepts applied to its vertical and horizontal alignments.

HISTORY OF THE STRUCTURE

In July, 1911, a petition was presented to the Court of Quarter Sessions of the Peace of York County, signed by the residents of Lower Chanceford Township, requesting viewers to be appointed to view the site of a needed bridge. The viewers affirmed that a structure was needed and the County of York should erect the bridge. The grand jury in October of 1911 did not find it necessary for a County bridge to be erected. In August of 1912, a grand jury did find it necessary for the County to erect a bridge at its cost.

On August 4, 1913, the County awarded the contract to construct this bridge to Francis Geesey at his bid of \$1,097.00. Francis Geesey constructed one other stone masonry arch for York County.

The bridge plaque reveals that the engineer was Charles A. Williams. Williams was born in 1873 on the family farm in Gladfelters Station in York County. He designed and constructed many commercial, public and residential buildings in southern York County, as well as numerous bridges located in York and Adams Counties. Williams designed four other single-span stone masonry arches and five reinforced concrete arches for the County of York, all between 1912 and 1919. Other bridges he designed were for the State of Pennsylvania and the Pennsylvania Railroad.

Williams was a partner in the construction firm of G.A. & F.M. Wagman from 1919 until 1929. Following retirement, Williams designed and constructed several private homes and represented the Farm Bureau Insurance Company. He was also the Springfield Township Justice of the Peace and an active member of the Salem Lutheran Church in Jacobus, where he was buried in 1950.

Guniting repairs to the arch soffit were performed in 1983. Tie rods to hold together the eastern retaining walls were placed prior to the guniting repairs at an unknown date. A new bituminous wearing surface was placed in 1985 and guiderail improvements were installed in 1989.

Since its construction, the bridge has been open to all vehicular traffic. Since 1987, the bridge has been posted for a 3 Ton weight restriction, limiting its use to smaller vehicles.

The bridge is significant due to its unique structure type. There are a total of eleven (11) locally-owned stone masonry arches in York County with spans of 20' - 40' built between 1900 and 1920; nine (9) of these are owned and maintained by the County of York.

SOURCES OF INFORMATION

A. Engineering Drawings

C. S. Davidson, Inc., 1989, measured drawings, National Bridge Inspection Standards, York County Bridge Inspection Program.

C. S. Davidson, Inc., 1978, measured drawings prepared by M. Hegarty, P.E., National Bridge Inspection Standards, York County Bridge Inspection Program.

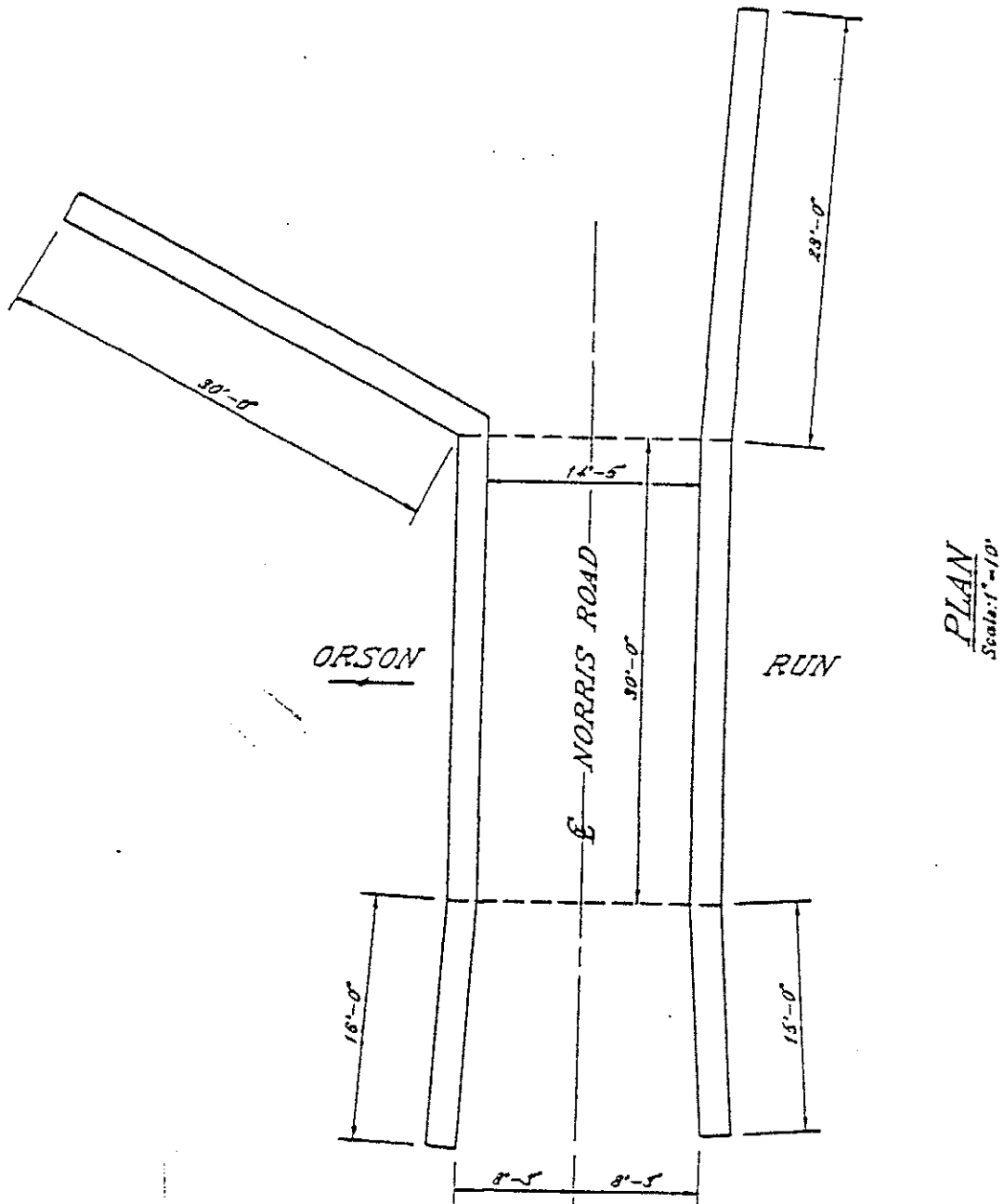
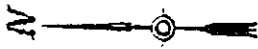
B. Bibliography

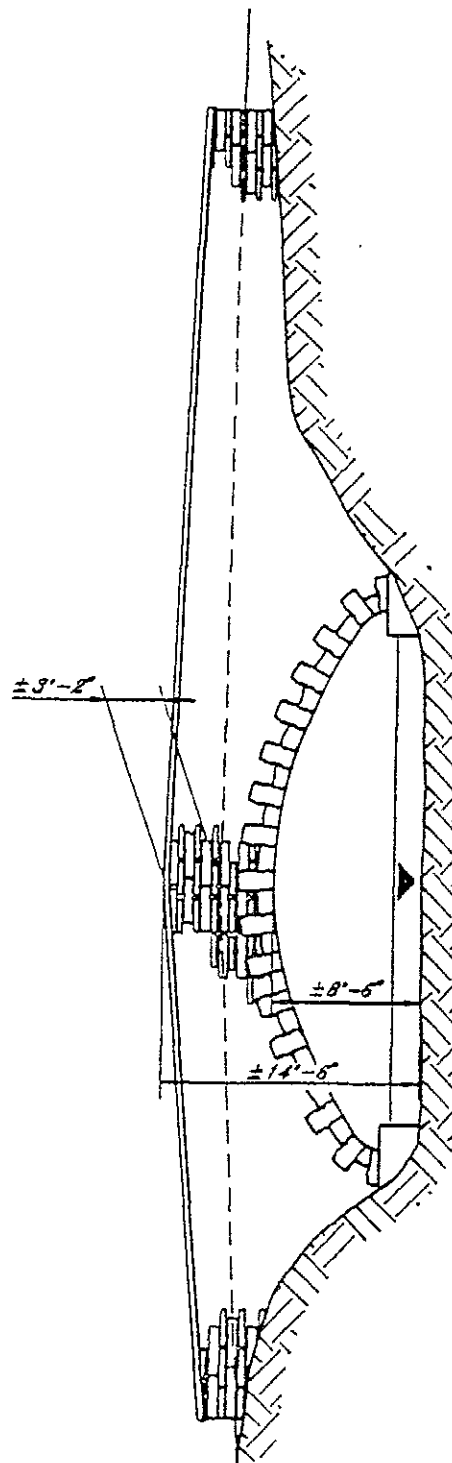
York County Archives, York County Board of Commissioners meeting minutes, July 7, 1913.

York County Archives, Clerk of Courts Road Papers, October 1911.

York County Archives, Clerk of Courts Road Docket.

Historical Society of York, Collection No. 30075.





ELEVATION
Scale: 1" = 10'